

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: W2CRS@aol.com
Subject: Re: 6 and 2 meter (boatanchor) AM frequencies
Message-ID: <961001140825_321948162@emout14.mail.aol.com>

In a message dated 96-09-30 07:41:51 EDT, you write:

<< (And for the benefit of the rest of BA readership: We are *not* going to do a public discussion of 2M frequencies. It is not an appropriate BA topic. Any such will be done completely off line. It is not an appropriate BA topic.) >>

I think the mentioning of appropriate frequencies IS important. Besides being interested in Boatanchors, I'm editor/publisher of VHF EME REPORT. There's no reason why we shouldn't enjoy our AM boatanchors on two meters with a minimum of interference to those who are there now and think they were there first! Most AM rigs in the 50's and early 60's were crystal controlled somewhere between 144 and 146. CW was 144.0 to 144.100. Most AM was around 144.2- 145.5. The novice band was above 145.000 MHz. I still have a lot of 8 MHz crystals for these frequencies.

TODAY, by gentleman's agreement, the lower 300 KHz is reserved for "weak signal use", SSB and CW. FM, by gentleman's agreement is above 144.300. The SSB/CW calling frequency is 144.200. After establishing contact, it is considered good manners to move off 144.200, usually up or down 10, 20, or 30 KHz.

Random EME CQing occurs between 144.000 and 144.030. EME schedules are run on "assigned frequencies"- most EME'ers have one- between 144.030 and 144.150.

Meteor scatter, longhaul tropo, and other weak signal skeds are usually run between 144.120 and 144.300, but not near the calling frequency. These frequencies between 144.000 and 144.300 have fairly high usage, although you may not realize it by listening, if you don't have a BIG horizontally polarized antenna- or some VHF EMEers or weak signal types near you. Also, most weak signal operators listen 10X or 100X more than they transmit hoping to catch an elusive opening.

MY CONCLUSION. Except during major meteor showers when schedules are made right up to and above 144.300 (BTW, this was the xtal controlled frequency of a famous Ohio two meter DXer in the 1950's. Do you remember who that was?), I think the 144.300 might be suitable as an AM or Boatanchor calling frequency. A higher frequency would be better if avoidance of interference to/from FM operation is possible. Try not to operate below 144.350 during the Perseids Shower, August 10-14, and Geminids Shower, Dec. 10-14, when weak signal band occupancy is so high that scheduling takes place up to and above 144.300.

I am also posting this to the VHF and EME reflectors so that I can get more input. Depending on your local FM activity, upon establishing contact on 144.300, move up the band a little, avoiding FM activity.

I have another thought, which I will present as a proposal. For casual AM and boatanchor type activity, use vertical polarization when possible to give another 20+ dB "isolation" between AM and weak signal operation which is horizontal except for some EME. Use super regen transceivers such as the Heathkit Twoer VERY little as they can cause a lot of interference over a large bandwidth. Make sure your equipment is not causing "spurs" or "hash" down the band where weak signal types are often attempting contacts with other stations 0 dB or less above their noise level! Even a 1 dB degradation in their noise floor will result in weak signal operators NOT making contacts.

On six meters, weak signal activity is mostly 50.250 down to 50.000. I think most present AM operation is around 50.300- 50.500, an appropriate place in my opinion.

I hope you are not upset that I have posted this on BoatAnchors in response to the above quote, but I consider it a VERY important matter for all of us. I think that by knowing the band plan and by operating with consideration for others, we can all have fun and make contacts.

73, Doug W2CRS DM78 Colorado

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: ZI076@ccmail.ceco.com
Subject: 6&2 Meter Transceivers
Message-ID: <9609018441.AA844178747@ccmail.ceco.com>

Lafayette Radio had a whole string of these too!

Chuck Hallett ai3o
Kenosha, WI

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Chuck Rippel" <crippel@exis.net>
Subject: 75A-4 Deadly Caps
Message-ID: <199610010333.XAA02279@marlin.exis.net>

I have gotten a bunch of E-Mails asking for this information to be re-sent.

Thought I'd post it once again for the rest of the list.

>The 75A-4's can be plagued with problems associated with low gain and
>audio popping or distortion. The source of these problems have been
>pin pointed to those interstage coupling capacitors which couple the
>plate of one stage to the grid of another.

>

>In my trials to finish off the A-4 on which I have been toiling, I
>did a little research on the "classic" cap problem and identified
>the trouble mareas. They are:

>

>

>C-34	100pf	V-3	Pin 3
>C-52	4pf	V-5	Pin 7
>C-68	470pf	V-7	Pin 2
>C-75	470pf	V-8	Pin 1
>C-81	470pf	V-9	Pin 1
>C-101	.01uf	V-22	Pin 1
>C-104	470pf	V-21	Pin 1

>

>I later spoke with Butch, K0BS who added the following 3 capacitors:

>

>C-71	1000pf	V-7	Pin 6	C-71 is a know high failure item
>C-95	.01uf	V-11	Pin 6	
>C-96	.01uf	V-12	Pin 2	

>

>

>The capacitors in the picofarad range should be replaced with dipped
>mica's with 500 volt ratings. The .01uf capacitors are best replaced
>with 600V Sprague Orangedrops.

>

>I also replace all the "black beauty" .1mfd capacitors in the A-4
>with .1 mfd, 400V Sprague Orange drops. I beleive there are 13 or 14
>of them.

>

>Hope this helps.

>

>

>I wish there was a way we could capture and archive this information
>then distribute it.

>+++++

>

>Chuck Rippel	Real Radios Were Made in
>crippel@exis.net	Cedar Rapids, Iowa

>

>+++++

>

Chuck,

I have been keeping track of any good Collins info that comes over
boatanchors. As long as the files don't get too long, which means, diagrams

and photos are out, I can make all this stuff available on my WEB site when it comes up. If the club gets its own site, that would be the obvious location. In the meantime, I'll volunteer to collect anything anyone wants to put on paper and try to compile into a useful format to be published at some later date. I, like you, would love to see all of the Collins info we can put together kept in one place and made available in print form. Right now, there seems to be a lot of info around, but it's scattered and unorganized. Anyway, I'll volunteer to do what I can to consolidate whatever info I can get my hands on. If we could just get the fellows to jot down some of the info we hear on the net and sent it to one central location, we would be ahead of the game. Besides, it gives the contributor of the info some lasting credit.

So, let's bounce the idea around. The only reason I am volunteering is that I publish so much stuff that I have the resources and experience to do the job. I'd be glad to help anyone else who would like to take on the task. Perhaps there is another volunteer - someone retired!!

Jim

+++++

Chuck Rippel Real Radios Were Made in
crippel@exis.net Cedar Rapids, Iowa

+++++

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: 75A4 AGC FIX
Message-ID: <Pine.GS0.3.93.961001081916.2467A-100000@iglou1>

George K9GDT sent me some mods he had tried on his A4. Being lazy, I took a short cut and performed the mod, above the chassis. This has got to be the best mods I've ever tried. It will speed up the attack time on the agc and reduce the popping and thumping on strong signals.

Chop pin 1 off of V-16.

That's it!

I used a 6AL5 from the junk box to try this. Hey, if it doesn't work, just put the other tube back. I was overwhelmed at the improvement though. This mod disables the agc noise limiter which seems to be the root cause of the slow attack time.

Listening to cw is now a much more pleasant experience. No longer do I need to ride the RF gain. Even the big 10" speaker sounds good.

Thanks George

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Grant Youngman" <nq5t@gte.net>
Subject: Re: 75A4 AGC FIX
Message-ID: <199610011302.IAA06115@mail.gte.net>

> Chop pin 1 off of V-16.
>

> I used a 6AL5 from the junk box to try this. Hey, if it doesn't work, just
> put the other tube back. I was overwhelmed at the improvement though.
> This mod disables the agc noise limiter which seems to be the root cause
> of the slow attack time.

Hm-m-m-m-m. The K(W?)7CMS AGC mod takes little time to install,
and produces superb SSB AGC response on the 75A4. It also seems to
be one of the "accepted" modifications that won't damage the value
of the receiver to one of the "if it isn't stock if it isn't Haynes"
collectors.

I'm no expert on the subject, but presuming the AGC limiter does
what it is supposed to do (prevent a strong static burst, etc. from
hanging up the AGC), defeating this function may not be such a good
thing for overall receiver performance.

Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net
[HTTP://home1.gte.net/nq5t/index.htm](http://home1.gte.net/nq5t/index.htm)
Double Oak, TX (near Dallas)

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Glenn Finerman <GFINER@nms.com>
Subject: Alternate to 51S-1
Message-ID: <s2510902.009@nms.com>

Hello again Collins fans!

Some of you may remember the thread I started on the 51S-1 some time ago. Really wanted to add one of these to my BA collection but the prices I'm seeing are way out of line in my opinion. I got responses back ranging from "well, I don't really want to sell but make me an offer..." to "...round emblem good condition \$1500." Well, I guess if I just won the lottery I wouldn't mind paying gouger prices to get what I want, but that just isn't the case! Then the lightbulb over my head lit-up..... Would it be possible to use one of the S-Line receivers as a general coverage unit like Drake did with their FS-4 synthesizer and 4-Line receivers? Necessity is the mother of invention! What you would need would be one of the newer DDS chips programmed in 200khz steps in place of the crystals to provide general coverage. I'm aware Collins offered a replacement xtal deck to retrofit the 75S-3 to a 75S-3A, 75S-3B to a 75S-3C, etc.. but that is no longer an option for obvious reasons. I'm also aware that older synthesizers like the FS-4 had less than pure output (harmonics, phase noise and other nasty things you don't get with a crystal oscillator) The new crop of DDS chips seem to be free from these earlier problems, require very few support components and would be an excellent choice for this type of application!...I'm puzzled over one thing. When changing bands on the 75S series receivers, are you just switching crystals or are you also changing bandpass filters, tuned circuits etc..?? How does this differ from the Drake setup with the FS-4???

YES.....YES.....I can see the bulbs are lighting up!!!!

PS favor....Can someone who saves the digests like me send me Digest #930 in an E-mail? I never got it and don't like to miss a thing!!
Thank you VERY MUCH!!!

73.....Glenn N2BJG gfiner@nms.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: jcreid@CCGATE.HAC.COM
Subject: Another source for paint
Message-ID: <9609018441.AA844180068@CCGATE.HAC.COM>

BA Lovers,

I just got the latest Eastwood Co. catalog. They are primarily a supplier of tools and supplies for the auto enthusiast/restorer, but they now carry some paints that might be of interest to the BA repainters. They have 3 colors of wrinkle(black, red, and brown) and 8 colors of hammertone(lt. blue, mid green, silver gray, bronze, black, gold, red, and gray). There's also a chrome plating kit and all kinds of other neat stuff. Their number is 1-800-345-1178 and for the Canadian folks, 1-800-820-9042. They also have a web page at www.eastwoodco.com Happy painting!

-Jim N6SVS
jcreid@ccgate.hac.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Andy Wallace <wallace@mc.com>
Subject: BA spotting, ROCKET TO THE MOON
Message-ID: <9610012123.AA03686@training6>

Awful movie, noise in space, cigarettes burning on the bright side of the moon, cat-women and big icky spiders living in a cave (which contains stone temples, sunlight, and air) on the dark side of the moon!

But there's an SX-42 and R-42 speaker built into the cabin of the rocket, with several shots of it. The radioman is also using what appears to be an HT-6 or HT-9 transmitter.

Oddly, not too many BAs in PLAN NINE FROM OUTER SPACE, which I also watched -- but one prominent fixture was some piece of test gear on a table. Had handles on top and front, big meter, and a vernier.....

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Glenn Finerman <GFINER@nms.com>
Subject: BA want/for sale list?
Message-ID: <s2513f43.041@nms.com>

I keep reading in the archives there is an updated list of who wants and who is selling what. I've tried on a number of occasions to retrieve this list and all I ever get is an error message.."unknown condition..."

Can someone tell me if this list is still around, or am I lost in the ozone of old BA list postings?

73.....Glenn N2BJG gfiner@nms.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: "Walter Fairclough" <wfairclo@netcom.ca>
Subject: Black Wrinkle Paint
Message-ID: <199610012047.QAA16021@tor-srs2.netcom.ca>

I'm a little late with this but all the interesting talk about paints lately reminded me to say thanks to all who responded to my query about locating black wrinkle paint in Canada. Yep, the Harley Motorcycle shops do carry the stuff, for a price - \$17.99 + 15% tax.

As it goes against against my cheap grain (I'll be damned if I'll pay that price), I will carry the stuff back from the US on my next trip. Only 5.00 (US) or \$7.00 Canadian. Apparently suppliers in the US are not allowed to ship aerosol paint cans to Canada.

Anyway, the info is much appreciated.

Regards to all.

Walter

Walter Fairclough
Manotick, Ontario
wfairclo@netcom.ca

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: dlr13@psu.edu (Doug Ripka)
Subject: Central PA Radio Collectors Club Swap Meet
Message-ID: <199610011154.HAA113560@r05n01.cac.psu.edu>

Got a card in the mail the other day for this event, thought I'd pass it along:

Central PA Radio Collectors Club Swap Meet-New Location
October 5, 1996

Clover Leaf Barn Antiques & Gift Village
120 McCracken Rd., off Rte 54 W
Exit 33, I-80 Danville, PA

8:30-?

Dealer space free, bring your own tables
Old Radios, phonographs, tube audio, and telegraph
Food Available

Info: Frank Hagenbuch (717) 326-0932
Mike Heffner (717) 546-2907

This has been a smaller meet, but the occasional BA and BA parts have shown up

73 and hope to see you there,
Doug Ripka (dlr13@psu.edu)
KA3TTQ

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Ray Perrin" <ray@pwgsc.gc.ca>
Subject: Collins spinner knob
Message-ID: <vines.+lw7+98EImA@otts24.ncr.pwgsc.gc.ca>

Gang,

Fairly early in the production of the S-Line and KWM-2, Collins changed the PT0 shaft from half-round to round. Collins also changed from a non-spinner main-tuning knob (that will only fit on the old-style half-round PT0 shaft) to a spinner knob using set screws that appears to be designed for the round shaft, but also seem to work on the half-round shaft. I have seen a few KWM-2s having spinner knobs mounted on the old half-round PT0 shaft.

I assume that these these changes by Collins coincided, but did they? Did Collins ever supply radios with spinner knobs mounted on the old-style half-round shaft? If I find a radio having a spinner knob installed on a half-round shaft, can I assume that this is a change made by the owner? If I wish to be accurate in restoring a radio having a half-round PT0 shaft, should it have an old-style non-spinner knob?

Many thanks for any input you can provide.

73

Ray Perrin, VE3FN
ray@pwgsc.gc.ca

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: CV-253/ALR
Message-ID: <m0v8B4A-0002G0C@e-tex.com>

Hello BAers,

In cleaning up I came across the above item, Electronic Frequency Converter

CV-253/ALR. This is a plug in unit. What was the system nomenclature? What is the IF output? 30 MC, 60 MC? Looks like it was part of an ECM receiver?

Interesting gear. Front end unit covers 38-1000 MC in 4 bands with seperate components for each band.

TIA,

73 de Pete WA5JCI

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996

From: mknudsen@lucent.com

Subject: RE: Differences between the original, A, B? & C HQ-180

Message-ID: <9610011910.AA10018@bock.ih.lucent.com>

Owning both an SP-600-JX and an HQ-180C, I would say that the SP600 excels the HQ-180 mostly in stability (Hq180s tend to drift randomly back and forth), audio quality, more bandwidths, looks, and the peace of mind knowing nobody will steal your SP600 cuz football players and club bouncers don't appreciate fine equipment.

Major disadvantage of the SP600 is the inability to tell your exact freq, due to lack of calibrated bandspread. Main dial is more precise and accurate than just about anything else made (tho most 6-band Hammars come close, including the 180), and you get resetability from the logging dial, but you really don't know quite where you are. And there's no xtal calibrator on the SP600!!!

But the feel of that SP600 dial...you're in touch with greatness.

73, mike k aa9rg

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996

From: terryo@wort-fm.terracom.net (Terry O'Laughlin)

Subject: For Sale: 3RP1 scope tube

Message-ID: <199610010359.WAA10224@mendota.terracom.net>

I have one (1) new RCA 3RP1 scope tube. It was sealed in the original carton until tonight when I opened it to check the condition. \$60 or offer, shipped.

73 Terry O' WB9GVB

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: Michael Crestohl <mc@shore.net>
Subject: FS: Central Electronics 100V transmitter - a project!
Message-ID: <199610011055.GAA10258@northshore.shore.net>

Hello All:

I am preparing for the weekend hamfests in southern New England and want to get rid of some project radios that I can nor deal with myself in the foreseeable future.....

I have a Central Electronics 100-V transmitter that needs some pretty serious restoration. Its all there and unmodified. I want \$125.00 for it and will deliver to Hosstraders (Rochester NH) on Friday or Boxborough MA on Saturday. Sorry - no shipping on this one.

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: Michael Crestohl <mc@shore.net>
Subject: FS: Couple of boatanchors - deliver to Hosstraders/Boxborough MA
Message-ID: <199610011059.GAA10666@northshore.shore.net>

Hello All Again:

A couple more BA rigs going to Rochester NH/Boxborough MA this weekend.....

I have a ART-13 transmitter at \$85.00 and a modified TCS receiver at \$50.00 that I cannot ship but will bring to Hosstraders (Rochester NH) on Friday and/or Boxborough MA on Sat/Sun.

If interested please reply by e-mail.....

73,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: terryo@wort-fm.terracom.net (Terry O'Laughlin)
Subject: FS: Jennings UXC500 vacuum cap
Message-ID: <199610010359.WAA10230@mendota.terracom.net>

I received a Jennings UXC500 vacuum variable capacitor in partial trade for my old Wilcox transmitter and I have less use for it than the old Wilcox.

The ratings are:

Max cap: 500 pF
Max voltage: 15,000 Volts

It is missing the cup and lead screw, but otherwise in excellent condition.

\$75 shipped

73 Terry O' WB9GVB

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: terryo@wort-fm.terracom.net (Terry O'Laughlin)
Subject: FS: misc. tubes
Message-ID: <199610010359.WAA10228@mendota.terracom.net>

I have some weird tubes to dispose of. All units are used, untested pulls:

2 8020 HV rectifiers, United Elec. JAN (graphite plates)
2 8020 HV rectifiers, Lewis & Kaufman (metal plates)
6 866A HV rectifiers, RCA & GE
1 866 HV rectifier, Taylor, older envelope style
6 3D21B, CBS man. for USN
1 3B22, Continental Elec. (JAN)
1 3B25, RCA (JAN)

Best offer takes one or all.

73 Terry O' WB9GVB

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: terryo@wort-fm.terracom.net (Terry O'Laughlin)
Subject: FS: Scope tubes
Message-ID: <199610010359.WAA10222@mendota.terracom.net>

I have four scope tubes, all appear to be new and are in boxes:

41HAP1/4KP1, General Atronics Corp., 3" sq. face, 12 pin base
D10/240GH, Brimar (made in England), 2-1/2" x 3" rect. face, weird base
E2665PFA/9F15005, Toshiba, 5" round face, 14 pin base
5BTP1, Magnavox/General Atronics Corp., 5" round face, 12 pin base

I have no use for these. Best offer takes one or all.

73 Terry O' WB9GVB

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: FYI: Variac available
Message-ID: <m0v7xWt-0002FCC@e-tex.com>

Hello filament folks,

Still in the process of setting up workshop and cleaning out (up) shack.
While transferring STUFF from one place to another, I had a revelation. Hey,
the other BAers might be interested in this thing.

Anyway, this thing is a 20A, 120VAC electronic variac which works great in
BA applications. It's in a tabletop case with 4 rubber feet, 0-100 skirted
knob. Has one 3 hole socket and for remote use has the ability to be
controlled by a 0-5 V input. Have I gone completely crazy and want to sell
mine. NO.

However they're available from:
Fertik's Electronics
5400 Ella St.
Philadelphia, PA 19120

215-455-2121

\$30 and weighs 10lbs. He's always shipped phone orders and I pay when I
receive the goodies.

No connection to above business other than being a happy guy.

73 de Pete WA5JCI

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Jim Berry" <basalop@eskimo.com>
Subject: Re: Good Paint Sprayers
Message-ID: <199610010809.BAA15681@mail.eskimo.com>

From: Self <basalop>
Subject: Re: Good Paint Sprayers

Reply-to: basalop@eskimo.com
From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: KA9EGW@aol.com
Subject: Re: Good Paint Sprayers
Message-ID: <961001071325_297933488@emout09.mail.aol.com>

I have a Badger 100, internal-mix double-action airbrush I use for extremely tiny touchups and for detailing model railroad cars and touching up panel lettering, and a Badger 150 internal-mix single-action better suited to slightly larger jobs such as spot-blending a paint chip. For anything bigger than, say, an R390 tuning knob, either is a bit on the small side for consistent results. With the biggest needle and nozzle I suppose one could paint a BA cabinet, but it would take the patience of a saint not to have a "striped" effect; even wide open a spray pattern more than an inch or two wide is asking a lot, and at that, the airbrush generates a horrendous amount of overspray by the time the air is turned up high enough to generate that big a spray pattern. The limited (2 ounce max) reservoir capacity gets to be a bit irritating too.

When I was spraying for a living, I also used a Binks Wren external-mix single-action for stuff up to DX-20 size, but cranked open for that it had a coarser spray pattern and a tendency to spatter a bit.

With the paint we were using (a thin, water-based baking enamel in that application; I used a Binks Mach 1 HVLP gun for spraying the polyurethanes but more on poly's later) it didn't matter much, that stuff flowed out nicely, but for touching up a BA where a texture match would be important, it would.

Of course, for smooth-finish work like the old, old Hallicrafters (S20R era) where there is no texture and the paint laid on like glass, the finer the spray pattern the better. For textured finishes like Heath SB-series green or St. James Grey, if you want to match the texture properly, a spray implement of comparable capacity to that originally used is in order.

There's some leeway here, but not a lot.

For wrinkle finishes, the bigger guns are in order because the degree of wrinkling is a function of coating thickness, and it's a lot easier to get a consistent coating thickness with a larger gun and fewer passes. The larger guns also have the advantage that if one insists on spraying a fast-tacking, slow-drying, hard-to-work, very-narrow-window-of-thickness paint (like a polyurethane where a bit too light and it beads up and a bit too heavy and it bubbles up like a pancake ready to be flipped--just before it starts dripping off the workpiece), the bigger ones allow you to lay on about 3 dozen very light "fog" coats, leaving a "sandpaper" finish, and then shoot a "blend" coat of straight reducer over the top to flow it out like glass (and start to clean the gun in the process), all before the stuff hardens in the gun (it's a 2-part catalyzed and doesn't need air to cure).

I've had my say on the safety issues and etc of isocyanate catalysts already on this list, but these paints are the current darlings of paint salesmen (try US\$60 a quart--that's sixty dollars a quart, and another \$38 for a gallon of reducer) and they do give an outrageously tough, hard, impermeable

finish, and it's inevitable someone will try it. By the way, when they say practice on a test panel first--you DON'T want to have to sand this stuff off and start over. When I screwed up a polyurethane job where I worked, we had to soak the workpiece in liquid methylene chloride (also carcinogenic, flammable, burns like hell if you get it on your skin, vapors eat plastic, low flashpoint, not sold to civilians etc etc) to get the paint off.

Fortunately, the really nasty ones like LenMar brand (with it's lead pigment unless that's changed since I left that job in 1994 after 8 years) you have to be a professional painter to be able to buy at all in a lot of areas. Maybe it sounds like I'm beating this horse to death, but the reality here is one exposure to this stuff can permanently alter your body. You develop antibodies to the isocyanate and further exposure can cause (among other things) anaphylactic allergic reactions (that's choking to death 'cause your throat's swelled shut, and the treatment is a needle full of adrenaline through your chest wall straight into your heart, and other really fun things. Don't try it. I have. It's no fun.). One overexposure to the stuff WILL kill you. Isocyanate has the same "cyan" in the middle as "sodium cyanide" for a reason.

Also, the reducers for some of the polyurethanes are known carcinogenic, mutagenic, teratogenic agents. Nasty shit.

I also realize there's someone out there who leads a charmed life who has sprayed this stuff without safety gear and been unharmed. There's also someone out there who sprayed the stuff without safety gear and was diagnosed with testicular cancer before the age of 30.....

Friends, there are plenty of good water-based enamels, straight enamels, acrylic lacquers out there. The Dupli-Color automotive touchup spray cans are some kind of lacquer. There's no good reason to have to risk your life to shoot polyurethanes on a BA just because Gomer at the paint store says Goober uses it on his race car and it don't scratch. C'mon--we don't throw rocks at our BAs.

Climbing off my soapbox now...

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: wd4mgm@ix.netcom.com (CARL WHITAKER)
Subject: Re: Good Paint Sprayers & Air Brushes
Message-ID: <199610011423.HAA16491@dfw-ix5.ix.netcom.com>

Jim wrote:

>I have toyed with the idea of playing with an "air brush".
Would be interesting to hear from anyone else who has tried one.
>
>73 Jim

I had very good results with the one restoration project on which I used an air brush. This was a KWS-1 which had an extremely rough front

panel (edges). About half the paint was gone from various chips, scrapes, and gouges. After trying various methods of coveriong up the filled-in blemishes with less than acceptable results, I happened to mention to Santa Clause (my girlfriend) that I would like to have an air brush for Christmas. Great gal that she is, my wish was granted. I must say I did not take to the "art" of using one like a duck to water. It took quite a bit of experimenting and practice before I got up the nerve to try it on the KWS-1. The patience paid off. I really don't know any other good way to do the kind of touch-up where it is necessary to "feather" into the existing painted area. Although the air brush probably isn't the best route to go for "whole cabinet painting" in lieu of a good sprayer, I think it is very useful for the difficult touch-ups and feathering jobs.

I would like to hear from others more experienced with air brush touch-ups also as my next use will be for a beautiful HQ-180A front panel which just happens to have the name of the high school who purchased it engraved in it. (%^&^\$/#\$!!!)'s

The air brush I have is manufactured by Badger, I think a model #150, considered to be a "profesional" (ha, ha) model.

Carl Whitaker
WD4MGM

wd4mgm@ix.netcom.com

Carl Whitaker
WD4MGM

wd4mgm*ix.netcom.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Scott Robinson <spr@earthlink.net>
Subject: Good spray can paints
Message-ID: <32516D7D.40DF@earthlink.net>

Folks,

I've been reading the thread on (not) using professional type Polyurethane paints. From what little I know, I agree. Besides, my compressor (from an old store refrigerator) is too small to cope anyway.

What I have found over the years (too many...) of painting motorcycle small parts is that the usual brands, particularly Krylon, are useless. They do not stick well and scratch through very easily.

I have found two kinds of spray paint that are very good. The first is only available in a very limited range of colors: Sears appliance epoxy spray paint. You can't get it in California now, but it may be available elsewhere. It comes in black, white, and fabulous BA colors like avocado and appliance gold. I of course have used the black extensively for things like brake pedals that see a lot of wear and abuse. Gasoline and oil don't faze it, and it's seriously tough stuff. Only caveat is either to paint the second coat within an hour or wait at least 2 days for the next coat. It will wrinkle and not nicely if you don't do this. The can gives the right short time but too short a long interval. It'd be really good for knobs and other black, high wear items.

The other paint that's good is Varathane brand

"colors in plastic" polyurethane spray cans. It must be less toxic than the industrial/automotive stuff, and it makes a durable, very glossy finish.

I have very limited experience with the new water based spray can paints. If anyone else does, speak up! I used some once and the refrigerator (well, the part I painted) looked fine afterward, so...

another 2 cents' worth disseminated from

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: mknudsen@lucent.com
Subject: Re: Good spray can paints
Message-ID: <9610011941.AA10111@bock.ih.lucent.com>

Is there a clear Varathane spray? Seems you could use whatever kind of paint you wanted on a BA part, based on color choices and safety issues -- then overspray it with a tough urethane clear coat to protect it from scratches. Some car paints work this way already, especially metallic.

I can see a couple problems -- compatibility of your overcoat with the color coat (as in adhesion and no reactions), and overspray won't help if the color coat refuses to stick to your part.

But it seems where durability is important (as on knobs, and I have a slew of R390 knobs to do), you can separate that problem out from color choices (how about an Avacado A4? ^-) with a tough clear coat. 73, mike k aa9rg

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Gene S. Katz" <gkatz@motown.lmco.com>
Subject: Hamfests in Italy & France?
Message-ID: <Chameleon.961001085139.gkatz@pc062164.motown.lmco.com>

Name: Gene Katz
E-mail: gkatz@motown.lmco.com
From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Chuck Penson <penon@sci.mus.mn.us>
Subject: Re: Heath HR-10 or B
Message-ID: <32513E10.4DE6@sci.mus.mn.us>

Allan Fritsche wrote:

>

> Gang, anybody know what the difference is between a HR-10 and a HR10B.

The only difference is the paint job.

--

Chuck Penson
WA7ZZE

penson@sci.mus.mn.us
612.221.4510 voice
612.224.5092 fax
<http://comped.sci.mus.mn.us>

Standard Disclaimer: The opinions expressed are etc. etc. ...

"Nothing is too wonderful to be true" -- Michael Faraday

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: I need xtals
Message-ID: <199610011111.HAA11365@user2.mnsinc.com>

Hello. I need FT243 crystals for the ham bands.
Anyone have a few extras they'd be willing to part with?
Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Chuck Rippel" <crippel@exis.net>
Subject: KWS-1 Caps
Message-ID: <199610010333.XAA02273@marlin.exis.net>

Is there an interest for a like manifest of problem caps for the
KWS-1? I refurbish those, R390A's, 75A-4's, SP-600's, HQ-180's as
well as other Collins and Hammarlund 'boats.

It'd take me a while to compile it from my notes but I'd be willing
to do it.

-73-

+++++

Chuck Rippel Real Radios Were Made in
crippel@exis.net Cedar Rapids, Iowa

+++++

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Jeffrey Herman <jherman@hawaii.edu>
Subject: Large Selection of Vintage Manuals Available
Message-ID: <96Oct1.093733hwt.188964@uhunix5.its.Hawaii.Edu>

>From the newsgroups, here's another source of manuals. // KH2PZ

wb6siv@cyberg8t.com writes:

>If you need a source for vintage radio manuals Ham/scanner/military/and
>commercial visit "The Raymond Sarrio Company" web site at
><http://www.sarrio.com>. I have over 3000 manuals listed on-line. I can
>normally get manuals shipped within 2 business days, and I guarantee 100%
>customer satisfaction. 73's Ray

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: Oddball Hallicrafters
Message-ID: <199610011111.HAA11362@user2.mnsinc.com>

When I was growing up in England, around 1962-64, I acquired a VERY unusual Halli SW receiver. I remember it was green colored, and had two dials on the front for slow and fast tuning. The KNOBS were not the normal Halli knobs. They were black and had grooves in them radially. The thing was an unusual shape too. It was about 9 or 10" square in the front, and about 16" deep. It worked quite well, but I never did find an antenna terminal, so I just hooked my antenna to one of the gangs of a variable cap I found under the lid, and it WORKED!

Now, I THOUGHT this thing had a designation like S-20, but it has been so long a go.

Has anyone ever seen such a beast?
Brian Carling in Gaithersburg, Maryland, USA
bry@mnsinc.com
<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996

From: "Brian Carling" <bry@mail1.mnsinc.com>
Subject: Re: Oddball Hallicrafters
Message-ID: <199610011235.IAA14212@user2.mnsinc.com>

Hi Al - I am beginning to think that you may well be right on this - that there was a military version of this that somehow made its way to England. I don't remember HOW I acquired it but wish I still had that or the wonderful R-1155, my FIRST receiver!

> From: Al Klase <alklase@prolog.net>
> Subject: Re: Oddball Hallicrafters

> At 06:12 AM 10/1/96 -0500, Brian Carling wrote:

> >When I was growing up in ENgland, around 1962-64, I acquired a VERY
> >unusual Halli SW receiver. I remember it was green colored, and had
> >two dials on the front for slow and fast tuning. The KNOBS were not
> >the normal Halli knobs. They were black and had grooves in them
> >radially. The thing was an unusual shape too. It was about 9 or 10"
> >square in the front, and about 16" deep.

>

> The form factor sound like an S-29 Skytraveler, 1.5 volt tubes,
> Telescoping antenna on top near the front. It had a single square dial with
> separate pointers for main tuning and bandspread. The color and knobs don't
> jive with Dachis' book. Was there a military morale receiver version of
> theis set?

>

> 73, Al

>

>

> Al Klase - N3FRQ
> alklase@prolog.net
> Flemington, NJ

>

>

>

Brian Carling in Gaithersburg, Maryland, USA

bry@mnsinc.com

<http://www.mnsinc.com/bry/>

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: KA9EGW@aol.com
Subject: Re: Oddball Hallicrafters
Message-ID: <961001125905_534468635@emout01.mail.aol.com>

I don't have my Moore Recevier book handy, but it seems to me the morale receiver bit is correct...

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: WPUL1130@CONCENTRIC.NET (LLOYD A. SCOTT, JR.)
Subject: OS8 Scope
Message-ID: <325700b1.4881855@SMTP.CRIS.COM>

Hi Gang: Does anyone know which CRT the OS8/U scope (Tube Version)
uses. I have a book on order but has not arrived and I don't want to
take the scope apart. Thanks
73's
Lloyd

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: Joseph.D.Mccrary@ORN01.usace.army.mil
Subject: Paint for Heathkit SB series cabinets

Anyone have a favorite paint for the cabinets of the SB series
equipment? (lighter green color)

Thanks, Dalton
N4OYS

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: KA9EGW@aol.com
Subject: Paint Spraying, Safety etc
Message-ID: <960930233348_297768442@emout02.mail.aol.com>

The airless sprayers are designed for house paint; for BAs I suggest a
top-quality high-volume, low-pressure spray gun such as the Binks Mach 1. I
recommend a high volume low-pressure (HVLP) gun to minimize overspray if you
don't want to screw around with laminar-flow ventilation systems and all the
headaches that go with them. In California non-HVLP guns are already a
no-no. Besides, with good paint now \$40-\$50 a quart, do you really want to
put 40% of it in the air where it will settle on everything?

Stay away from the cheap spray guns; a good one will set you back \$150 or
more but this is one area where cheap tools are definitely false economy. It
is not possible to do a good job with inadequate tools or training. Make
sure you have an oil trap and dryer on the air line! Suggest you ask around
your circle of friends and here on the list and see if there are any
body-and-fender types, and get their recommendations. You might also check
some of the rec.auto*.x newsgroups.

And please, please use a proper breathing mask for the job, with the PROPER
filter cartridges for the type of solvents in the paint you're using.

Permanent brain, liver, kidney, nervous system and visual damage is no fun,
nor are soft-tissue cancers. Been there, done that. Didn't like it.

For spraying stuff up to the size of an R390A cabinet, I use a Binks "touchup gun" which is meant for spraying one-panel autobody touchups; holds a pint. By the way, the infamous "St. James Grey" Collins finish was achieved with a lot of air pressure, a fast-drying reducer and holding the gun about 3' off the workpiece so the paint was about half-dry when it hit. I haven't done any National gear, but I will advise--stay away from the polyurethane two-part epoxies. In the hands of an expert they give beautiful results, and the best is Sikkens brand, but for the average Joe doing a BA or two, a good acrylic lacquer is a lot easier to work with, and no matter how crummy a job one does it still looks good after its buffed out. Most BAs are a low-gloss industrial finish which lacquers give a lot of flexibility in varying the finish by varying the nuances of the method of application. The polyurethanes are for one thing only--high-gloss automotive finishes, and however it lies down when you spray it, is what you get. On top of that, many of the polyurethanes use a toluene diisocyanate monomer (deadly poison!) catalyst requiring a Bureau Of Mines-approved outside breathing-air supply. TO ANYONE FIXING TO PAINT A BA, I'M NOT JOKING--ISOCYANATE CATALYSTS USED INDISCRIMINATELY WILL PERMANENTLY F@#\$ UP YOUR HEALTH AND/OR KILL YOU!!! I AM (BARELY) WALKING PROOF OF THAT!

Now that I've got that off my chest, let me say proper surface prep is mandatory. No rust, no old paint, no oil! Water-based strippers and the like I have never been able to completely clean off so it didn't eventually bubble out from under the new paint sooner or later. A decent sandblaster from Sears is about \$89. Badger makes a "Hobby Abrasive Gun" sells for about \$50 at the hobby shop and uses a very fine aluminum oxide powder (or Comet cleanser) and looks suspiciously like a jeweler's sandblaster. I've used it to recover some front panels I thought hopelessly lost; with a light touch I can even sandblast and clean up roller coils and variable caps. Try to keep the aluminum oxide away from ceramics though. Comet's pumice powder is better for that--less risk of flashover. And be sure to get all that stuff out of bearings and the like or the part will be destroyed over time as the bearings, rollers and contacts are ground away. The local tombstone works or welding shop may be able to help too...

Hope this helps...

73, Brian KA9EGW

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996

From: don merz <71333.144@CompuServe.COM>

Subject: PRC-90, 104, 1099 etc. FS

Message-ID: <961001162838_71333.144_DHB33-2@CompuServe.COM>

I don't know this person from Adam, but Jim, N6UCN left a message on my voice mail saying that he has several PRC-90's and antennas for sale, a PRC-104A, a PRC-1099 TransWorld, and some Sunair radios all for sale. This is all WAY too recent for me, but if anyone else might be interested, you can reach Jim at 209-463-6844.

Again, you are on your own, caveat emptor, etc., etc.

73, Don

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: mknudsen@lucent.com
Subject: Re: R-390A, which antenna terminal to use?
Message-ID: <9610011638.AA09892@bock.ih.lucent.com>

Good question. The folklore had indeed been that the balanced input was the best way to get into the R390A for any antenna beyond a few feet (whip). I tried both jacks with my Sloper 65' longwire and coax feed, and found the unbalanced gave about 6 dB more signal. I expected the balanced to give less noise and sharper antenna-trimmer peaks, but could find no improvement, so have gone back to using the unbalanced with its greater gain.

Yes, I touched up the RF slug rack alignment for each input jack -- still no perceived advantage of balanced over unbalanced. Note I said "perceived" -- I could be missing something, but I did check for cross-mod from the local BC powerplants.

When I reported these results here, others chimed in to more or less the same effect. I guess it boils down to whatever works better at your QTH on your antenna and your R390A.

You are right, the your coupler's low output impedance is isolating both your rx from the oddball reactances of your antenna. The R390A was designed to be more tolerant of such things than the Racal, I'd guess. 73, mike k aa9rg

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: "Bob Ragain, 303-470-2534, RAGAIN@SEDALIA.OMNES.SLB.COM"
<RAGAIN@hubvx6.sedalia.wireline.slb.com>
Subject: R-392 contract search
Message-ID: <961001134057.25046dc9@hubvx6.sedalia.wireline.slb.com>

Fellow BA'ers,

I have an R-392 receiver without a nameplate and am trying to figure out what manufacturer it came from and approximate age. Maybe someone can make suggestions on how to pursue this project based on the information available.

Quite a few years ago I got this R392 as a parts unit from a fellow back east who said it was a left-over from a production run at the factory where he had worked. The receiver was obviously unused, had been stored well, and looked like a new one. The receiver had never been mechanically aligned or electrically tuned but had all the parts except a nameplate. After a week-long vacation spent alignment it, it worked fine. :-) My wife didn't enjoy that vacation! :-(

Why, oh why, didn't I think to ask the original owner a few questions back then! Now I don't have his name, the name of the company, or even the approximate manufacture date.

There are no contract numbers scattered around inside this R392 like on an R390A. I did find the following on the RF rack:

Train assembly RF gear #2
MES-47523
s/n D57
Quaker City Gear Works

R. F. Assembly p/n SMD 144678 Ser #7
(Curiously LOW serial number if this is a late manufacture radio.
Maybe this was an early mfg unit or one made with left-over parts?)

PTO: Dubrow Electronic Ind.
type 689-BM127
s/n 3174

My best guess, based on the Dubrow PTO, is that this might have been a Dubrow manufactured receiver, 1961 contract. Was Dubrow located "back east"? Of course another manufacturer could have put in a Dubrow PTO, too. I read in an earlier Boatanchors post that Dubrow made PTO's for other manufacturers' R390As so they might have done the same for R392s also.

N50FF's contract list shows Dubrow as a contractor in '61. (source: BOATANCHORS Digest 864):

Collins	1951	3075-PH-51	1472
Collins	1951	3150-PH-51	8093
Stewart Warner for Collins Radio	1952	11653-PH-52	4670
Reworked By Stewart Warner Electron	1952	44865-PC-59	423
Stromberg Carlson for Collins Radio	1952	11653-PHILA-52-93	7407
Philco	1959	3214-PP-59	466
Dubrow Electronics Industries	1961	52713-PP-61	405
Western Electric	1963	15283-PP-63	1553
Colonial	?	?	0
			24489

Does anyone have similar markings on an R392? Do other R392s have contract numbers on various parts?

Thanks in advance,

Bob

For sale:

- 1) Basket-case Knight-Kit Oceanhopper with set of 5 good coils. Consider this a coil set with partial chassis and usable cabinet as a bonus. \$15 plus shipping.
 - 2) Line Level meter for R-390A (used, tested). Best offer, "Rules of Ware" apply.
 - 3) Balanced Twinax connectors for R-390A, new condition, \$4 plus shipping. Also have Twinax cable available for shielded, balanced antenna system.
-

Bob Ragain WB4ETT 303-794-4396 Littleton, CO wb4ett@slb.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: mknudsen@lucent.com
Subject: Re: Racal RA-17 Manual copy available
Message-ID: <9610011627.AA09887@bock.ih.lucent.com>

Thanks for posting your offer. I might be interested...

I want to add a few tidbits of Racal RA-17 knowledge.
First, it is no heavier than an R390(A) or SP-600 -- which isn't saying much, but it's mostly cast aluminum so isn't ridiculously heavy like a Viking II or DX-100. The chassis *is* deeper than most, tho front is standard 19" rack mount.

Also, there are several variants of the RA-17:

- the original, all British valves and wimpy audio output (makes us R390 owners feel at home :-)
- a US version of the above, mostly US tubes
- another US version, with decent 6AQ5 audio output
- a later "Mk III" version with a better RF preselector plus the good audio.

The available bandwidths also changed somewhat in the wide-AM area along the line, at or before the Mk III.

I wish I could be more specific about the model suffix letters and Marks, but my info is at home and neither I nor authors to date have completely sorted them all out.

There are also a couple US-made models, including one aimed at Hams at a price that made Art Collins blush, but it should be a great set if we ever get to see one.

I don't doubt that Canadian govt (and maybe our FCC) used Racals for surveillance. Probably no other analog tuning rx can go to a given freq as fast, and few are more pleasant to cruise around the bands with. Imagine a 51J4 with feather-touch MC and KC tuning, with KC dial 5 feet (not inches) wide (on film strip) with flywheel, and you get the idea. That Wadley Loop really works.

Downside is the separate manual RF preselector, later used in the "cheap" little Drakes and then Collins. AGC dynamic range is also limited on the pre-MkIII models so you have to ride the manual attenuator (another Racal innovation (?)).

RA-17 family is also an outstanding exception to the rule that only cheapie beginner rx have a built-in speaker. A rugged 2" speaker takes up the "2nd S meter hole" and is fine for anything but music.

Racal also made a line of SSB adapters and LF/VLF tuners for the RA-17; I'm still looking for these, as well as a Mk III. 73, mike k aa9rg

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: d.buska@aaiate.com
Subject: Reforming Capacitors
Message-ID: <96Oct1.080957cdt.15366-2@gateway.aaiate.com>

Phil,

Here is a excerpt from a message I sent that appears in the BA #803 digest:

A few months back I remember reading some interesting talk here on the BA list about Capacitor Reforming. Well, it might be of interest to those of you on the list, but this month in the Old Timers Bulletin (OTB) published by the Antique Wireless Association (AWA) is an excellent little circuit for automatically reforming electrolytic capacitors. It uses a single 6BQ6GTB sweep tube. Also, a high voltage adjustable supply is needed to cover the range of 50 to 600V and a separate 50V screen supply. The 6BQ6 acts as current source to slowly charge up the capacitor and perform the reforming.

I wrote the above on July 29, 1996. You might give the AWA a call or check out their web-page. I'm sure they sell back issues.

73

Don N900

```
*****
**                                                                 **
**    Don Buska N900                Principal Engineer           **
**    d.buska@aaiate.com            Advantest America Inc.      **
**    Kenosha, Wisconsin            Buffalo Grove, IL           **
**    (414)654-0072                  (847)821-3393               **
**                                  fax (847)634-2872             **
**                                                                 **
**    ARRL-LM    AWA    AMI    CCA    QCWA    CSVHFS    NTMS     **
**                                                                 **
**    Wants:  Transmitters by Thordarson, Stancor, UTC and       **
**            other transformer companies.                        **
**            National NC-101XA w/speaker Receiver               **
*****
```

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: S-36 Knob
Message-ID: <m0v8BDj-0002G2C@e-tex.com>

Hello heavy metal enthusiasts,

In moving my S-36 (what a groaner) I'm reminded to ask this question. Do I have an original main tuning knob. It looks like a small 4 spoked steering wheel 2 1/4" across. The area between the spokes is solid. It's been 31 years since I've had my hands on a S-36 and haven't seen another one around any hamfests for some time.

73 de Pete WA5JCI.

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: w9qje@juno.com (Snaproll Stan)
Subject: Savannah BoatAnchors
Message-ID: <19961001.090751.5231.0.w9qje@juno.com>

I'll be traveling to Savannah, Georgia next week. Anyone know of any BA haunts in that area?

Tnx de Stan - W9QJE

w9qje@juno.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996

From: lblaske@pclink.com (Lee Blaske)

Subject: SB-301 LMO tube?

Message-ID: <v0213050cae773c8ea1cc@[206.11.0.119]>

Just finished cleaning up an SB-301 and was questioning the LMO tube used. The manual says it should be a 6BZ6, but the rig has a 6CB6A that seems to be working fine.

What's the story on this? Is there any advantage to one over the other?

73,

Lee AA0EF

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996

From: nielw@ix.netcom.com (Niel Wiegand)

Subject: Re: Seeking NC-300 mod info

Message-ID: <199610010408.VAA13151@dfw-ix12.ix.netcom.com>

Bob,

Look at http://www.mindspring.com/~johnmb/nat_indx.htm. Several vintage mods and fixes for the '300 are listed.

73, Niel - WA5VLZ

You wrote:

>

>Hi Gang,

> I've been staring at the NC-300 I've had in my stable of Ba's
>for some 18 months and I've been thinking about restoring it this
>winter.

>Any references to magazine articles would be appreciated.

>

>Thanks,
>Bob - N3MBY/6
>
>

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: jcall@sirius.com (Jim Carrington)
Subject: Space Aliens rely on Hallicrafters
Message-ID: <199610010415.VAA15108@mail1.sirius.com>

Hi Gang,
Just a piece of trivia. I was watching part of the second episode of the new TV series "Dark Skys" the other night and was surprised to see one of the aliens in human form communicating with his superiors by way of a 1940's Hallicrafters receiver , probably an S-20 or SX-25. The alien ,however , was using a mode of the set no doubt undiscovered by its previous owner and not widely advertised by Hallicrafters as he had a nice 1950's mike hooked up to it , turning into a transciever. I believe this alien was killed at the end of the show so I dont know if the Hallicrafters will be back. Then again ,it may be standard issue for the flying saucer creatures from the Dark Sky's . Perhaps the Hallicrafters factory has been moved to their planet .

73s
Jim Carrington

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: Terry Dobler KJ7F <kj7f@micron.net>
Subject: Re: Space Aliens rely on Hallicrafters
Message-ID: <2.2.16.19960930234023.19ff1810@micron.net>

At 11:17 PM 9/30/96 -0500, Jim Carrington wrote:

>Hi Gang,
>Just a piece of trivia. I was watching part of the second episode of the new
>TV series "Dark Skys" the other night and was surprised to see one of the
>aliens in human form communicating with his superiors by way of a 1940's
>Hallicrafters receiver , probably an S-20 or SX-25.

snip

Those old Hallicrafters receivers are very amazing. I was watching an episode of "Mission Impossible" and they were using a Hallicrafters receiver to listen to a bug planted in the bad guys hide out. The receiver was clearly in the Stand-by mode with the Volume turned up to the max and yet the best sounding

audio was coming out of the radio. It sounded just like the bad guys were talking directly into the mike not across the room from it. I don't recall seeing this feature in any of the Hallicrafters advertising. I guess I missed it somehow.

Terry KJ7F

kj7f@micron.net (Boise, Idaho) <http://netnow.micron.net/~kj7f>

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: "Robert Fowle (KC8DBC)" <hammarlund@jacksonmi.com>
Subject: Re: Space Aliens rely on Hallicrafters
Message-ID: <2.2.16.19961001122840.254fe97a@fvmail.com>

At 11:16 PM 9/30/96 -0500, you wrote:

>Hi Gang,
TV series "Dark Skys" 1940's Hallicrafters receiver , probably an S-20 or SX-25.

I watched the show too.....it was an S20R..couldn't believe as good as the show is, they'd make that kind of mistake in the technical end.....Daaaaa

=====]-[->

Robert Fowle KC8DBC
The HAMMARLUND Historian
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HAMMARLUND LITERATURE WANTED
WANTED: MANUALS FOR ANY MAKE RADIO EQUIPMENT

=====]-[->

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: jmccarty@lucent.com (John J Mccarty)
Subject: Speaking of 2m A.M.
Message-ID: <199610011455.JAA04717@nwsdpa.ih.lucent.com>

For the SCR-522 fans out there. I have two I-139-A

meters that go with the '522. Dusty, but still have the Bendix Radio inspection and test tags on the two prong plugs. Ten dollars each plus shipping from Ill.

John McCarty
n9hrt
jjm@marconi.ih.lucent.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Super Pro part(s) needed
Message-ID: <Pine.ULT.3.95.961001083432.21436A-100000@admin.aurora.edu>

Well, I tore into the SP-200 last night and found that the 1st IF can had taken a blow hard enough to cave in the front of the mini-box housing. The xtal phasing cap is destroyed as is the small compression trimmer on it. Anyone have a variable cap like this: It is a differential job with 2 plates on each stator and 2 plates on the rotor. The rotor is insulated and has a fiber shaft. It mounts like all standard small trimmers - with 2 screws, roughly 1/2 inch apart.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: SX-42
Message-ID: <199610010446.XAA03559@netcom2.netcom.com>

As Paul Bock discourses

>
> A neighbor gave me his old SX-42 to look at; pretty nice shape,
> some minor rust on the back of the cabinet, but appears to be complete
> and in pretty good working order, needing only fairly minor cosmetic
> touchup (front panel is excellent). Inside looks pretty nice, needs
> some cleaning and all the 'lytics will need replacing. Which brings up
> a question:
>

> The single 'lytics are easy to replace, but does anyone have the
> address of the "we rebuild can electrolytics" place? There's a
> 4-section, 3" x 1-3/4" can which will have to be rejuvenated or
> replaced with individuals (and there's probably room for the latter,
> although I'd rather rebuild the can if possible).

I'll suggest that the can-type electrolytics are very likely to be OK
and not need anything more than some volts on them. You are much more
likely to find bad paper condensers, maybe a few bad postage stamp
molded papers as well, and resistors that have drifted way out of
tolerance.

>
> Bottom line here is that I'm trying to come up with a "ballpark"
> cost to get it running again, after which I can proceed apace with the
> restoration (hopefully) or he can sell it off if he doesn't want to
> spend any money on it.

>
Do a visual inspection, then some work with an ohmmeter. You may need
to disconnect part of the B+ chain to ohm it out. If the B+ line
shows high ohms, then you can safely put power to it to see what
happens. However, if the cathode resistors have drifted badly, you've
got a project ahead of you.

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: "Paul Bock" <pauboc@smtplink.pulse.com>
Subject: Re: SX-42
Message-ID: <9609018441.AA844189675@smtplink.pulse.com>

Thanks to all who replied, and I appreciate the comments, info,
and advice.

There may be a little misunderstanding here, however; the radio
is *NOT* mine but belongs to a non-ham, non-technical neighbor. What
I'm trying to do is determine for him just how much money he *might*
be looking at to get this thing back into working condition. The can
electrolytic may, indeed, be good, but the non-can ones are swollen
and leaking. Some of the paper caps have been replaced in the past,
some are original. I have no idea whether or not any of the tubes are
defective. So, before embarking on any restoration I need to give him
a "range" of possible cost for replacement components, from least (the
small fixed electrolytics, a few paper caps, maybe a tube or two) all
the way up to complete re-capping and maybe half a dozen tubes. Then
he can decide if he wants me to embark on a "fix-up" project, or
whether he'd rather unload it.

He wants to listen to shortwave, so maybe selling it and buying a
silicon-based SW receiver for his kitchen is the better choice. On

the other hand, he's had this radio since the early '50s and there is some nostalgia at work here, so maybe he'd rather restore it.

BTW, whether or not he can afford it won't be an issue; it'll just be whether or not he wants to spend it on this kind of project.

73,

Paul, K4MSG

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "William L. Fuqua III" <wlfuqu00@service1.uky.edu>
Subject: Tempo-1 checked out OK?
Message-ID: <199610011322.JAA26301@service1.cc.uky.edu>

Well it receives well and no drift noticed. However on TX it puts out about 50 watts in tune and 10 or less in CW. This is strange. I don't have a schematic for it but doubt it is a serious problem. All the band switch crystals are active and oscillate. Somewhat off but noticed trimming capacitors that may possibly be used to bring them back to the correct frequency. Other wise it will have to be recalibrated when changing bands.

Any one have some ideas?

73

Bill wa4lav

William L. Fuqua III P.E. E-mail WLFUQU00@POP.UKY.EDU Phone (606) 257-4155
Department of Physics and Astronomy CP-177 Chem. Phys. Bldg.
University of Kentucky , Lexington, Ky 40506-0055

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Thanks for all the Sprayer Info!
Message-ID: <199610011356.IAA09023@dlep1.itg.ti.com>

Thanks to all who responded to my request for paint sprayer info. I am rarely dissuaded from attempting something because of obstacles. In this case though, I have been. Since I don't expect to refinish very many BoatAnchors (nor do I want to), it appears that the most effective avenue for refinishing cabinets and the like is to seek out a good local

professional willing to take small jobs at a price I'd be comfortable with.

I will continue to use Rust-Oleum on some things, though. I've had very good results with it in the past and found it to be considerably more durable than Krylon and some of the others, although a bit pricier.

Another possibility that sounds interesting is using a small air-brush for small areas and touch-up. I'll have to visit the local hobby shops and get an idea of what's available.

Thanks again,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: UPM-84A
Message-ID: <m0v8ATX-0002FCC@e-tex.com>

Hello filament fanatics,

Has anyone got or know who has, a schematic for the above spectrum analyzer which works from DC to light. I have the books but no schizmo.

73 de Pete WA5JCI

From boatanchors@theporch.com Tue Oct 1 08:30:26 1996
From: "William D. Lambert" <blambert@interpath.com>
Subject: Wanted - SP-600 Cabinet
Message-ID: <199610010410.AAA27970@mail-hub.interpath.net>

I have an SP-600 JX-21 that needs a cabinet. If anyone has one they would be willing to part with, please let me know.

Thanks,

Bill - AK4H

blambert@interpath.com

From boatanchors@theporch.com Tue Oct 1 16:31:50 1996
From: don merz <71333.144@CompuServe.COM>
Subject: WTD: R1155 Manual, SR-160/AC TF
Message-ID: <961001163236_71333.144_DHB33-3@CompuServe.COM>

WANTED (Any help appreciated):

British Military R1155 receiver manual or any info. I recently received one of these from Ben Nock as part of a trade deal. It sure looks like fun but it will be more so with a manual.

Hallicrafters SR-160 AC Power Supply parts unit with good transformer. Will consider a complete AC supply too

Thanks.

73, Don